

WHAT IS CLAIMED IS:

1. A wheel assembly adapted for supporting a vehicular tire, the wheel assembly comprising:

a first mount;

5 a first extending structure coupled with the first mount and extending radially outwardly therefrom, the first mount being adapted to provide rotational support for the first extending structure at an interface with a vehicle structure, the first mount and the first extending structure jointly forming a first lateral support;

a second mount, the second mount being axially aligned with the first mount;

10 a second extending structure coupled with the second mount and extending radially outwardly therefrom, the second mount being adapted to provide rotational support for the second extending structure at an interface with a vehicle structure, the second mount and the second extending structure jointly forming a second lateral support with the second lateral support being spaced from the first lateral support, wherein all space between the first mount and the second mount is devoid of any  
15 structural component that directly interconnects the first and second lateral supports; and

a circumferential rim structure, the first extending structure attaching to the rim structure at one or more first locations being radially spaced from the first mount, and the second extending structure attaching to the rim structure at one or more  
20 second locations being radially spaced from the second mount, the rim structure being adapted to support a tire.

2. The wheel assembly of claim 1 wherein the first lateral support is substantially parallel with the second lateral support.

3. The wheel assembly of claim 1 wherein said first locations are spaced from said second locations.

4. The wheel assembly of claim 1 wherein the rim structure has first and second edge portions, said first locations being adjacent to the first edge portion and said second locations being adjacent to the second edge portion.

5. The wheel assembly of claim 1 wherein the rim structure is the only component of the wheel assembly that provides a direct and structural connection between the first and second lateral supports.

6. The wheel assembly of claim 1 wherein all space between the first mount and the second mount is further devoid of any non-structural component that directly interconnects the first and second lateral supports.

7. The wheel assembly of claim 1 wherein all space between the first lateral support and the second lateral support is devoid of any structural component that directly interconnects the first and second lateral supports.

8. The wheel assembly of claim 1 wherein all space between the first lateral support and the second lateral support is devoid of any non-structural component that directly interconnects the first and second lateral supports.

9. The wheel assembly of claim 1 wherein all space between the first mount and the second mount extends continuously and radially to the circumferential rim structure.

10. The wheel assembly of claim 1 wherein the first mount comprises an aperture adapted to receive a first axle and the second mount comprises an aperture adapted to receive a second axle.

11. The wheel assembly of claim 1 wherein the first mount comprises a first axle and the second mount comprises a second axle, the first and second axles being spaced from each other and being coaxially aligned.

12. The wheel assembly of claim 1 wherein at least one of the first and second extending structures comprises at least one spoke.

13. The wheel assembly of claim 1 wherein at least one of the first and second extending structures comprises a disc.

14. The wheel assembly of claim 1 further comprising a drive member and a brake member, the drive member being operatively coupled with one of the first and second lateral supports, and the brake member being operatively coupled with the other of the first and second lateral supports.

15. The wheel assembly of claim 1 being configured for association with a motorcycle.

16. A vehicle comprising:

a frame having a first attachment location;

a fork assembly having first and second elongated fork members, the first and second fork members each having a first end and a second end, the first end of the first fork member being operatively coupled to the first attachment location;

a first axle operatively coupled with the first fork member adjacent to the second end of the first fork member;

a second axle operatively coupled with the second fork member adjacent to the second end of the second fork member, the second axle being coaxially aligned with the first axle but being separated from the first axle such that a space is provided between the first and second axles; and,

a wheel assembly being rotatable with respect to the fork assembly and having a first radially extending structure operatively coupled with the first axle and a second radially extending structure operatively coupled with the second axle, the second radially extending structure being spaced from the first radially extending structure, the wheel assembly further comprising a circumferential rim structure, the first radially extending structure attaching to the rim structure at one or more first locations being radially spaced from the first axle, the second radially extending structure

attaching to the rim structure at one or more second locations being radially spaced  
20 from the second axle, the rim structure being adapted to support a tire.

17. The vehicle of claim 16 wherein the first radially extending structure is substantially parallel with the second radially extending structure.

18. The vehicle of claim 16 wherein said first locations are spaced from said second locations.

19. The vehicle of claim 16 wherein the circumferential rim structure has first and second edge portions, said first locations being adjacent to the first edge portion and said second locations being adjacent to the second edge portion.

20. The vehicle of claim 16 wherein the frame further comprises a second attachment location to which the first end of the second fork member is operatively coupled.

21. The vehicle of claim 20 further comprising a first fastener, wherein the first fastener pivotally couples the first end of the first fork member to the first attachment location, and the first fastener also pivotally couples the first end of the second fork member to the second attachment location.

22. The vehicle of claim 20 further comprising a first fastener and a second fastener, wherein the first fastener pivotally couples the first end of the first fork member to the first attachment location and the second fastener pivotally couples the first end of the second fork member to the second attachment location, the second  
5 fastener being coaxially aligned with the first fastener but being spaced from the first fastener.

23. The vehicle of claim 16 wherein the first and second fork members are attached to each other by at least one cross member.

24. The vehicle of claim 16 further comprising a drive member and a brake member, the drive member being operatively coupled with one of the first and second

radially extending structures, and the brake member being operatively coupled with the other of the first and second radially extending structures.

25. The vehicle of claim 16 wherein the vehicle is a motorcycle.

26. The vehicle of claim 16 wherein all space between the first mount and the second mount is devoid of any structural component that directly interconnects either the first mount or the first radially extending structure with either the second mount or the second radially extending structure.

27. The vehicle of claim 26 wherein all space between the first radially extending structure and the second radially extending structure is devoid of any structural component.

28. The vehicle of claim 26 further comprising a structural component disposed between the first and second radially extending structures and directly interconnecting the first and second radially extending structures.

29. A swing-arm assembly for a vehicle, the swing-arm assembly comprising:

a fork assembly having first and second elongated fork members, the first and second fork members each having a first end and a second end, the first ends of the first and second fork members being configured for operative coupling to a vehicle;

5           a first axle operatively coupled with the first fork member adjacent to the second end of the first fork member;

          a second axle operatively coupled with the second fork member adjacent to the second end of the second fork member, the second axle being coaxially aligned with the first axle but being spaced from the first axle such that a space is provided  
10       between the first and second axles; and,

a wheel assembly being rotatable with respect to the fork assembly and having a first radially extending structure operatively coupled with the first axle and a second radially extending structure operatively coupled with the second axle, the second

radially extending structure being spaced from the first radially extending structure,  
15 the wheel assembly further comprising a circumferential rim structure, the first  
radially extending structure attaching to the rim structure at one or more first locations  
being radially spaced from the first axle, the second radially extending structure  
attaching to the rim structure at one or more second locations being radially spaced  
from the second axle, the rim structure being adapted to support a tire.

30. The swing-arm assembly of claim 29 wherein the first and second fork  
members are attached to each other by at least one cross member.

31. The swing-arm assembly of claim 29 further comprising a drive member  
and a brake member, the drive member being operatively coupled with one of the first  
and second radially extending structures, and the brake member being operatively  
coupled with the other of the first and second radially extending structures.

32. The swing-arm assembly of claim 29 being configured for association  
with a motorcycle.